



Novice Guide & Handlers Handbook



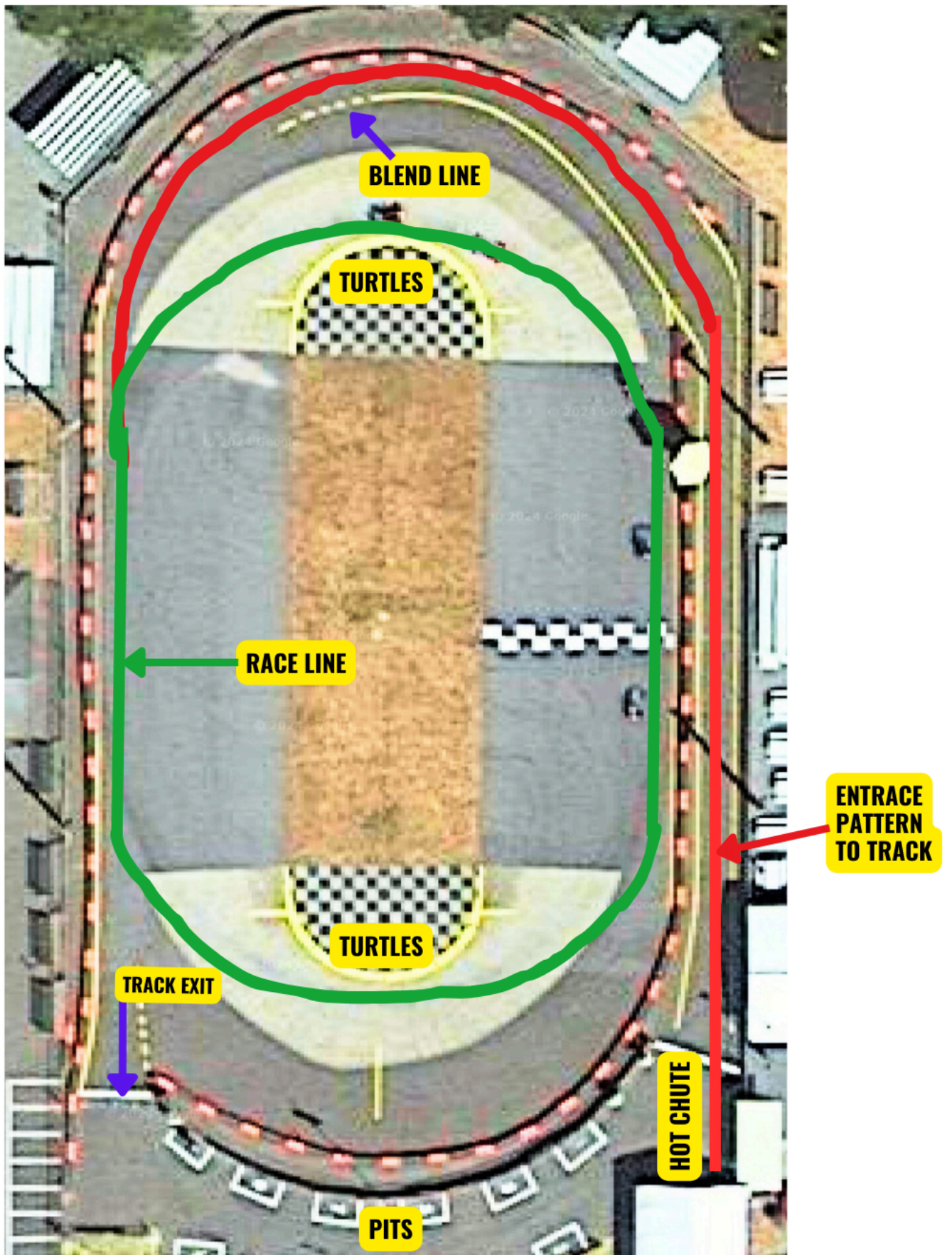


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WELCOME MESSAGE

Welcome to the world of quarter midget racing.

At the LQMA, we share a strong common denominator, racing with our children.

The Club functions and depends upon the generosity of its members. No grants. No loans. The hard work and dedication of members have made this track one of the best in Region 9. New members are an important part of the Club. We encourage all members to get involved.

I hope in the coming months you embrace what you've learned through the Novice training and feel confident in starting a great season. Join everyone at the Last Lap; don't wait for an invitation.

We suggest our new members work with a senior family to learn about how the track works and to answer any questions. The "track family" is always willing to help each other out with any questions or challenges.

I'd like to extend to you a warm welcome and remind you to be safe, have fun and get involved with your Club.

Welcome to the racing family!

President LQMA



LANGLEY QUARTER MIDGET ASSOCIATION

The LQMA track was constructed in 1979 and is built on Township of Langley land allocated for the use as a motor sport park. Then, as now, no grants or subsidies were provided. The complex that we have today is there as a result of generous donations from various sources and the hard work of our members. After attending a work party, you will see how rewarding everyone's efforts truly are.

As you travel to other QMA tracks, you will come to appreciate that we have one of the best equipped facilities in North America. During Club meetings, we arrange to have "work parties" where we all come out and clean, paint, repair and construct various structures, general clean up and maintenance of the grounds, among other things necessary to keep the track in working order. These track and social activities help bring us together as a club.

To close out the year the Club puts on a Year End Banquet. This banquet provides an opportunity to celebrate the year, look back on memorable moments and hand out awards. Some of the awards are:

- Jr. & Sr. Rookie of the Year
- Hard luck Trophy
- Sportsmanship Award
- Joy of Racing Award
- Club Point for each class

The races you can attend vary from any one of the Club races to the LQMA Championship Points Series, and the annual Region Race where our American members come up to race for the weekend.

If you decide to become more competitive, you can explore the Region Points Series and travel to other Northwest Tracks in pursuit of the coveted Region Trophy. At an even higher level, there are National Events which will also come to our track in their rotation. Regardless, we have all the racing you will desire in a fun-filled family setting.

INTRODUCTION TO QUARTER MIDGET RACING

Welcome to the sport of quarter midget racing. As the handler or parent of a novice driver you probably have many questions prior to starting out. Please feel free to ask your Instructor. Some things to keep in mind are:

- Your child is perfectly safe as long as you observe the fundamental rules of safety and common sense. These rules will be covered during our training. The parents and handlers are expected to reinforce these rules long after the training is complete. Your attendance at the training, therefore, is important.
- All cars must have a safety check **PRIOR** to being allowed on the track for the first time during training and on every race day thereafter.
- The length of the course ranges from 6-8 sessions. It is recommended that you attend at least 5 of them at minimum. There is some home training required and if it is track time you need, we will try to accommodate you with some extra laps. Each child must achieve a minimum competency to race with others. This will be determined by the driver trainer.
- If family members attend the races, they are to remain in the spectator areas during race times. Please be particularly careful not to allow children or pets onto the track or in the pit area.
- When your driver is on the track, you should retire to a position behind the fence to not create a distraction to him/her and for your safety.
- The Instructors are in charge of the training course. He/she will direct the activities in and about the track and pit area during the training period.
- The children will not be able to drive in a car until they have become knowledgeable of flags, safety rules and hand signals. Your assistance is required in going over these items at home in order for them to become more familiar. Without the basics, they will be unaware of what to do when they are actually in the car. This is very important. Please spend as much time as you can re-enforcing the necessary information so it all becomes second nature to the child.
- Safety equipment must meet certain standards. Ask your Instructor what the latest standards are before purchasing any equipment. Check all your equipment before every race. When in doubt, get a knowledgeable second opinion and leave nothing to chance. Please try to remember that some children take a little longer than others to adapt to this sport. Driving is something most of us do when we are 16, not 6! Try not to push or pressure your child to do what they may not yet be able to. They need constant encouragement and praise during the first few lessons to reinforce their confidence. Let the Instructor do the "correcting". It is more effective in the long run.
- Once you are a registered member of the Club, you may practice at the facility whenever you want, with some restrictions. Please remember, **do not practice on public streets, parking lots, etc.** It is illegal.

Your Instructor is: Danny St.Pierre

LQMA RULES AND REGULATIONS

1. All release forms must be signed before anyone can go out onto the track.
2. The possession or use of intoxicating beverages or illegal drugs by a driver, car owner, mechanic, pit attendant, spectator or official anywhere in the track, pit or parking area will be **strictly prohibited**. Any driver, car owner or mechanic, who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event. This is a QMA Rule and failure to abide by this rule may result in suspension from racing.
3. **Smoking is not allowed** in the inner fenced compound i.e. Pit Area, Hot Chute, Racing Surface, Off-Chute, Fueling, Sealing, Tower and Snack Shack patios.
4. **Helmets must be worn** on anything with wheels (bikes, roller blades, skateboards, pit carts, etc.) No bikes, rollerblades or skateboards are allowed inside the fenced area during the race day.
5. No one is allowed on the adjoining Neighbours' properties.
6. Please do not let children climb or debark the trees.
7. Tents are to be pitched alongside respective motorhomes or in the grassy area alongside 8th Ave.
8. Only QMA members are allowed on the track surface and in the hot chute area.
9. Fuel is to be kept in the area specified or in a trailer.
10. No starting engines in the covered staging area.
11. Drivers are to stay above the yellow line when entering the track.
12. No approaching or gesturing to the flagger, judges, or tower staff. Please see the Race Director if you have any concerns.
13. There are only two (2) handlers allowed per car in staging.
14. During warm-up if your car does not start by the time the car reaches the track exit, you must exit the track.
15. No starting engines before 7:30 am or after 10:00 pm.
16. The Race Director or delegate is responsible for opening the exit chute gate after the checkered flag.
17. No mixing of classes during open practice – maximum five (5) minutes per class. Please be considerate.

18. If more than three (3) cars are on the track, there must be a Flagger.
19. The Flagger has the option of throwing the green anytime once the first four cars are lined up.
20. Any car flagrantly disregarding the Flagger, may be put to the back of the lineup.
21. All Heat races and Main races will have a twenty (20) minute time limit from the start of the green flag which may be changed at the discretion of the Race Director. In the event of a yellow flag, the clock will not be stopped.
22. For Novice races, there must be at least two (2) handlers assigned to each corner.
23. All corner workers must wear reflective vests.
24. All dogs must be kept on a leash outside the fenced area and their mess picked up and disposed of.
25. Curfew – No drivers out and about after 10:00 pm.

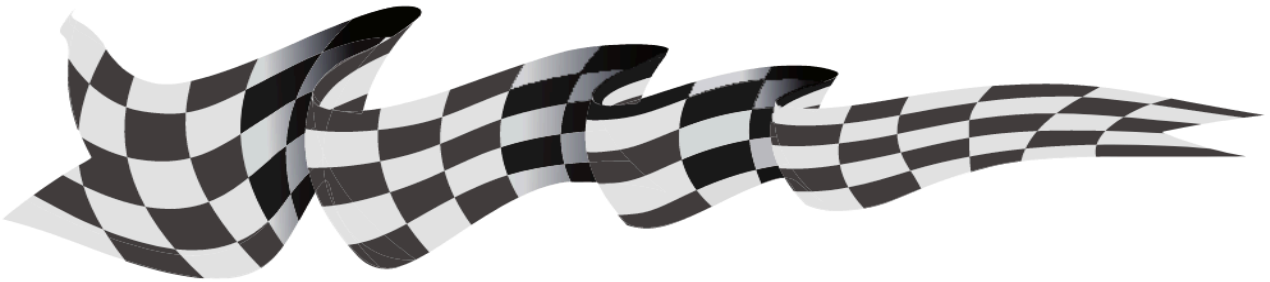
TRACK/RACE OFFICIALS AND THEIR ROLES

Flagger	Responsible for control of the race from lining up cars, communicating cautions, restarting/stopping race to finishing the race. The Flagger is the most important official to drivers as they interact the most with them.
Race Director	Responsible for communicating what is happening in the pits to the tower; acts as a go between to communicate between tower and handlers; oversees the race day to ensure cars are going out on time and coming off when done.
Pit Steward	Assist to ensure that cars have their correct numbers on them and that they are in the correct lane for their race. They also check to ensure children are buckled in and handlers are ready to push off when their race is ready to warm up; provides answers about delays, etc. to the participants in stalling.
Scaling & Sealing Stewards	Responsible for recording scaled weights of cars and drivers. They also will assist or check the painting of the sealing locations on your car. NOTE: <i>These volunteers are NOT responsible for sealing your car. It is recommended handlers check their sealing to ensure it is legal. It is ultimately the handler's responsibility, not the Stewards'.</i>
Tech Director	Responsible for performing routine performance and safety checks on cars to ensure they are both legal and safe to operate per QMA Rule Book. The Tech Director has the discretion to perform checks at any time.
Safety Director	Responsible for providing a comprehensive safety check of all cars intending to race. Signing off on a check sheet to allow for cars to be registered. NOTE: <i>Race cars require constant checking.</i> Don't assume because you passed safety that your car will be ok all day. Keep an eye out for any abnormalities, especially after contact with others.
Judges	Responsible for enforcing all appropriate racing rules and regulations during the running of a race. They relay their decisions to the tower. The judges are the final word in most race calls. They are given time to make their decision and can seek counsel, but they must ultimately decide amongst themselves.
Driver Trainer	Responsible for providing baseline skill set and racing fundamentals to all new drivers and deciding when they are ready to 'move up' to the competitive classes.

DOS AND DON'TS

1. The car is definitely **NOT** a toy. It is not to be played with in the usual sense of the word.
2. Obey the Flagger. They are in charge out on the track. Do not take signals from the pit area during an event.
3. Do not watch or wave to the spectators, or family members. Keep your eyes on what is happening on the track in front of you.
4. Do not chew candy or gum while driving. The risk of choking drastically increases when driving or if involved in an accident.
5. When leaving staging to come out onto the track:
 - Wait for the Flagger's signal before coming out onto the track.
 - Look for other cars already on the track and do not turn into a flow of traffic. Let the pack go by before dropping down to run your pattern.
 - Do not "play" with other drivers on the track. "Fooling around" can cause accidents.
 - Always check your safety equipment to ensure it is in operating condition. Long hair must be out of sight and tucked up and underneath your helmet or in a fireproof balaclava and tucked into the driver's suit.
6. Always keep your switch in the "OFF" position when the car is not in use.
7. Drivers should be cautioned at all times to keep their elbows and hands inside the car. It is mandatory that all drivers wear arm restraints to keep arms and hands from flying out of the car.
8. When exiting the track to enter the off-chute or hot-chute area:
 - Look quickly behind you for other cars before turning out of the traffic pattern.
 - Hold your left hand high to signal to other drivers that you are pulling out and going in to the pits.

- Upon reaching the off-chute or hot-chute areas, the driver should apply the brake and turn the switch off.
- The off switch does **NOT** stop the car. Handlers must reinforce this as it is the most common error made by new drivers. **Brake = STOP**
- The car handler should be waiting at the off-chute or hot chute area for their car/driver, and CLEAR that entrance area immediately.
- Watch out for other drivers, handlers and cars as you go to your parking space or pit area.



THE NOVICE COMMITTEE

Each club of QMA shall have a Novice Committee staffed by the Club Race Director, Club President, Club Technical Director, Club Safety Director and Club Novice Instructor.

- (a) If one of the committee members is absent, an alternate should be picked at a given race day.

2. Duties of the Novice Committee

- (a) To monitor the progress of each driver in the Novice classes.
- (b) If it is the opinion of the committee if a driver is capable of graduating into the Stock/Honda/Animal class, the committee shall notify the Handler verbally, sign the move-up document and duly note it in the Novice logbook.
- (c) The decision to graduate a driver into the competitive class rests with the Novice Committee.
- (d) The Novice Committee should render all possible aid to the Novice handler;
 - (i) Advising on the purchase of cars, engines and other equipment to help avoid pitfalls.
 - (ii) Checking legality of engines purchased during the Novice training in the event that a Novice handler has purchased an illegal engine and this fact is discovered by the Novice Committee, the owner will be advised that he has one race day to bring the engine up to legal specifications.
 - (iii) During the three-event probationary period, a Novice may be returned to the Novice class for obvious reasons. Novice Class – Drivers and Handlers

Refer to page 18 of the QMA Rule Book.

Novice Training

1. Completion of Novice Training, given by a competent instructor, is mandatory for all new drivers.
 - (a) Any driver not trained by a Club designated trainer must pass a test given by his local club Novice instructor before he enters into the Novice Class.
2. The Novice driver must be covered by QMA insurance during training periods.

SAFETY IN THE PIT AREA

Fuel and Safety Rules:

- Your car can be refueled in the refueling area only and not on the track.
 - Whenever the car is being fueled, the driver **MUST** leave the car and stand on one side.
 - Handlers must not smoke inside the fenced area.
 - There will be absolutely **NO FUELING** on the track, infield or staging area except "AA" and half classes.
2. Playing and Rough Housing;
 - There will be no playing in the pit area or staging areas. Drivers could be hit by moving cars, etc.
 - The use of bicycles, roller blades/skates or skateboards is absolutely forbidden in the fenced area. Helmets **MUST** be worn.
 3. Always stay near your car unless you have permission from your handler to leave the area. Always tell your handler where you will be to avoid missing your race.
 4. There will be no more than two (2) handlers per car.

QUARTER MIDGET RACING FLAGS & SIGNALS

Green	Start racing
Red	Stop immediately, but safely
Yellow	Caution – Slow – No Passing
White	One lap until the checkered flag
Black furred and pointed at you	Warning
Black waved at you	Disqualified
Green & yellow furred – held in an “X” or Double file line up side by side waving in opposite motion	
Red furred with one finger in the air	Stop next lap
Any flag held in a furred position with one or more fingers held above it required by the flag	Take number of laps indicated and then the action more
Checkered	Race is over – you MUST take the checkered flag to complete your race. The race is not over until you do so regardless is others take the flag or not.

Hand Signals are as important as flags and care should be taken that all novice drivers are able to recognize those listed below:

Finger drawn across throat in a slashing motion	Stop & turn off engine
Hands held flat in downward motion	Slow down
Pinch fingers and thumb together in “talking” motion	Go a little faster
Arm in the air, fist clenched in circling motion	Go as fast as you can
Hands toward flagger	Come closer
Fingers pointing to eyes pulling down	Put face shield down
Hands hitting flaggers bottom and finger or flag pointing to you	Go to the back of the pack

LQMA RACING GUIDELINES

General

1. LQMA will abide by the rules and regulations set forth by the Quarter Midgets of America (QMA) and the Langley Quarter Midget Association Constitution.
2. During racing events, the possession or use of intoxicating beverages or illegal drugs by a driver, car owner, mechanic, pit attendant, spectator or official anywhere in the track, pit or parking area is strictly prohibited.

Any driver, car owner or Handler who, at any time or any place, causes a scene or disturbance before the public, shall be escorted from the event and/or suspended for a period to be determined by the Executive Committee as per the QMA Rule Book.

3. No one will be allowed in the staging or line-up area except drivers with their cars, handlers and officials.
4. Four (4) cars in a class constitutes a race. Less than four may be combined with another class, at the Race Director's discretion.

Disqualification

1. Drivers will be disqualified for any violation of QMA rules as set out in the Racing Rules and Specifications Directory and again outlined in Guidelines for Judging (LQMA)
2. When the Flagger gives a FURLED black flag, the driver is being given a warning only and is not disqualified. When the Flagger gives a driver an UNFURLED black flag, the driver is disqualified and **MUST** leave the track. After the race, the Race Director will notify the driver and handler as to why he was disqualified.
3. Judges: There will be 3 judges for each race unless otherwise directed by the Race Director. All three judges will be in the judge's stand.

Protests

1. All protests will be submitted in person, in writing, within one hour after completion of the race, to the Race Director. This written protest must include your name, car number, who the protest is against and the complete circumstances. Absolutely no person will be allowed to enter the track, infield area or tower to protest a decision. Violation of this rule shall result in suspension and your car disqualified. Refer to the QMA rule.

Miscellaneous

1. Any car owner who is found guilty of running his car or engine outside of specifications will lose all trophies for that day's racing. The positions of the other cars in the race will be adjusted accordingly. Disqualifications and suspensions as per QMA rules.
2. No one is allowed on the track until it has been prepared (i.e. fire extinguishers, vests, etc.)
3. You must sign in before you practice. The safety check must have been done on your car prior to you signing-in. You will receive an "OK" sign when you sign-in which must be affixed to the side of your car, allowing you to enter the track to practice.
4. Practice is limited to six (6) cars on the track for five (5) minutes and each car practices with its own class.
5. Tail cones do not have to be in place to qualify or practice, however, they must be in place to race.
6. If your car number is 1 to 4, then the handler becomes a corner worker in the same corner. Car numbers 5 to 8 become corner workers 1 to 4 for Novice Races (two corner workers per corner). Other car numbers (5 to 8) are back up corner workers.
7. Check the bulletin board to see if you are a Judge. If you would like to learn to judge or flag, stand in with an appointed Judge or Flagger.
8. If you have a concern regarding the race day, please see the Race Director.
9. Handlers must be at least sixteen (16) years of age and there may only be two (2) handlers per car.
10. Please keep your pit area clean, observe the no smoking rules and fuel your car in the proper areas.
11. Please help to take out fire extinguishers and safety vests at the beginning of the day and put back at the end of the day. Remember fire extinguishers need to be put on the track even during non-race days when practicing.
12. Please help to remove garbage and keep the track clean during the race day.
13. Read the QMA Rule Book and become familiar with the rules.
14. **ALL** family members are expected to help and volunteer in the running of the Club and on race days.

YOU AND YOUR DRIVER

Communication between driver and handler is a two-way street. One definition of communication is the receiving and giving of information in the most efficient and exact manner possible. Racing is an extremely competitive sport and everyone wants to win. Sometimes egos rise to the surface; everyone has one and everyone needs it massaged. Your driver will usually have the biggest ego of all. Keeping this in mind, approach them with a positive attitude and you will be rewarded with positive action on the track.

Positive reinforcement is a great tool. Take steps to maintain a positive attitude, especially in challenging situations. Good sportsmanship is important and encouraged.

Remember that your driver's positive ego is one of your advantages.

From time to time, your driver may come off the track outwardly frustrated or very withdrawn. Support and positive feedback is key during this time.

After the race, give your driver some time to process their race and experience before asking questions. Feedback from your driver is important in order to make changes to improve their car and experience but it is important not to overwhelm them. Ask specific questions. For example, "How did the car feel, was it tough to make the car turn in the corners?" "Did the car feel like it wanted to continue going straight when you were coming out of the corner?" "When you press the gas pedal, did it feel like the car hesitated before speeding up?"

Sometimes you may wish you had a remote control on your driver's helmet so you could correct or steer the car. To get an idea of what your driver is going through, put on a full- face helmet. Tape off all of the visor but enough to see the track, then lower yourself into the driver's level. Now watch the practice session. You will see it all from a different perspective. Things will be different than if you had a full field of vision. Therefore, when communicating with your driver remember that your perspective may be very different from theirs.

QUARTER MIDGET PERFORMANCE TIPS

1. Tire Pressures: Each time the car is setup make sure to put the tires at the pressure you will race them to make sure that any other measurements taken are relative to how the car will be raced.
2. Approximate Ride Heights: Put the car on a level flat surface and then set each corner to the height you want it in race trim. Even though this step will be repeated later, it is important to do it at this point as well to ensure the next steps are accurate. Choose whether or not to complete these steps with or without a driver and then always do it the same way for consistency. Doing without a driver is the most common.
3. Square the car: Most often this is done by taking off the wheels and hubs and placing the car into a set of alignment bars. While some setups result in the rear axle being slightly out of square, for a baseline start with it parallel to the lower roll cage bar in front of or behind the engine. Be careful to measure precisely using squares to your level surface for references to make sure your measurements on each side are consistent. Even 1/16th of an inch in variance will make a big difference. Adjust your rear radius rods accordingly to put the axle square.
4. Square birdcages: Most brand cars are designed so that the rear bird cages or "bearing carriers" are positioned so that the two radius rod mounting points are directly above / below each other. If a line was drawn from the top point to the bottom and continued to your level surface it would be perpendicular to the level surface. Not being square can result in some funny rear axle steering movement as it travels up and down. This is also adjusted by lengthening and shortening the radius rods, again be careful to either make equal adjustments on top and bottom or to re-square the rear axle when you are finished.
5. Set Axle Lead: Next the front axle lead is measured by tape measuring from the outside edge of the front axle with wheels in straight position (if they were on the car) back to the rear axle with the table parallel to the outside frame rail of the car. There is a big difference in brands of cars with this setting. Anything from the right side shorter by a quarter inch to the right side longer by a whole inch. This is adjusted by lengthening or shortening the front radius rods. Making sure to adjust the top and bottom rods evenly on the side adjustments are made.
6. Set Caster & Camber: Caster can be set with either a caster / camber gauge or an angle finder. Use an angle finder to measure the angle from the top of the spindle bolt to the bottom parallel to the length of the car front to back. Right front caster is usually set somewhere between 2 and 5 degrees. Caster is adjusted most often by shortening or lengthening a single radius rod on that corner of the car. Tiny adjustments make a big difference. Most front axles have a caster split built into them so setting the caster is done on a single corner and the LF will be what it will be.

7. Set Front Alignment: The Toe-In / Toe-Out is set next so that the front wheels are parallel with each other while the car is in the alignment bars or has the wheels on it on a level surface.
8. Final Ride Heights: With all the wheels and tires back on the car and back on your level surface check the tire pressures one more time then re-measure to make sure each corner of the car is set to the desired height.
9. Wheel Spacing: Make sure the wheels are moved in or out to the desired position for each corner. This usually means the left sides are tucked in as far as legally possible (not inside the side nerf bars) and right rear in the middle of its adjustment range.
10. Scale the car: Using anything from accurate bathroom scales to electronic scales put each wheel on its appropriate scale pad and record the weights. Make adjustments to the coil spring collars or torsion bar adjusters to each the Cross Weight or Left Rear Split you are looking for. Make sure to make 4 equal adjustments all the way around the car. This will ensure that the ride heights remain where they should be.

For example, if the cross weight is 50% (LR + RF) / Total and you are looking for 54% then put 1 turn in the LR and RF (clockwise) and take a turn out of RR and LF (counter-clockwise).

11. Practice: Put the car and driver on the track. Do hundreds and hundreds of practice laps. Get some drivers in your same class together for practice races (no wagering please).

Have a great attitude toward your kids. Very few people in the world get the opportunity to race for real, at this age, or any other age. Consider participation in this sport as a gift and a privilege.

Encourage them even when they make mistakes. Some mistakes will cost you money when you have to replace damaged parts. So what, keep smiling.

Teach them good sportsmanship. You lose a lot more times than you win.

Be a role model. Act as if somebody is always watching you, somebody always is!

QMA CODE OF CONDUCT

Sportsmanlike conduct is critically important, required and expected by all members, drivers, family and visitors.

Conduct such as (but not limited to) rude gestures to judges and race officials, mishandling of children, and abusive language directed at race officials and other handlers will not be tolerated and will be addressed accordingly.

Should you observe anyone displaying this kind of conduct, advise the Race Director as soon as possible.

Continued unsportsman-like behaviours may result in disciplinary action.

QUARTER MIDGET NOVICE CHECKLIST FOR 2024 RACE SEASON

(This is a guideline. The QMA Rule Book supersedes items on this list.)

Car Items

- Minimum one inch between driver's helmet and top of roll cage
- SFI 16.1 safety belts that are at least 5 point and less than four years old
- Front and Rear bumpers to be bolted and bolts must be 6/32 to max 10/32 grade 5 or better
- Shoulder bar must be retained by an 8/32nds Grade 5 bolt or better and can be clamped or welded
- Axles can't stick out of wheel rim and cannot be made of carbon fibre (Titanium is okay)
- Belly pan that comes forward to enclose the foot section. Minimum requirement is ½" wire mesh of .048" wire diameter
- Must have a fire wall between cockpit and engine compartment so no fuel can't enter front section (min .048 aluminum)
- Steering wheel must have 1" thick by 2" diameter pad
- No binding in steering over center
- Ignition system (switch) must be securely fastened and up must be on
- Brake line must be of metallic sheathed variety and heel stop must be in place. (see QMA Rule Book)
- Fuel lines must be attached with any positive stop type clamps (conventional steel clamps as can be found on a radiator hose – Tridon Style – to avoid not conforming)
- Aluminum fuel tank only (.050 thickness minimum)
- **NO TIRE TREATMENT OR FUEL/OIL ADDITIVES!!** (will be randomly tested with track sniffer) also, no tire warmers except heat gun may be used to clean tires off
- Exhaust system - No portion of the exhaust system may extend outside of a straight edge extending from the rear edge of the rear tire and the extreme rear of the rear bumper. Forward exhaust pipe (including mufflers) shall not extend outside of the nerf bar. The exhaust system must be intact at the scales.
- Throttle cable must move freely and not bind
- Tail cone must not sit above rear bumper in normal rest position
- Tires and wheels must have at least three (3) securing lug nuts
- An oil catch can must be utilized with a hose from valve cover and must be located under the tail cone
- Weights must be securely attached - not on the side sheet metal (see QMA Rule Book)

- Flywheel nut must be accessible through a 2” hole in sheet metal
- QMA sticker on right side of the car

Driver Items

- Helmet must be SA rated with a certification date per QMA Rule Book.
- Face Shields may not have cracks in them and must be clear once sun has gone down. Shaded visor allowed until then.
- Driver Jacket required that is 3.2A/1 minimum (tag must be readable)
- Driver Neck collar must be SFI 3.3 rating minimum
- Driver Gloves must be SFI 3.3/5, 2 layer
- Driver Wrist Restraints must be secured close to wrist and may not be above the elbow
- Driver Suit (if utilized) must be SFI 3.2A/1 minimum
- Driver Pants must be SFI 3.2A/1 minimum
- Driver Shoes must cover entire foot and have a flat bottom

Other items worthy of mention

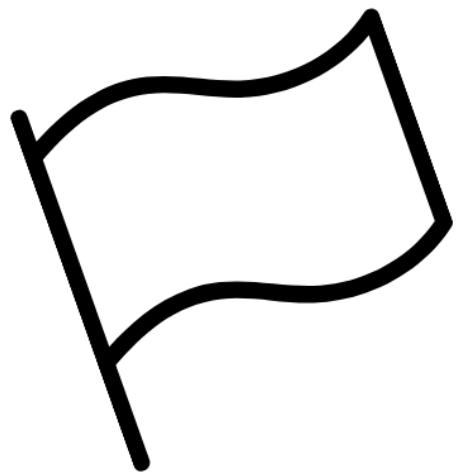
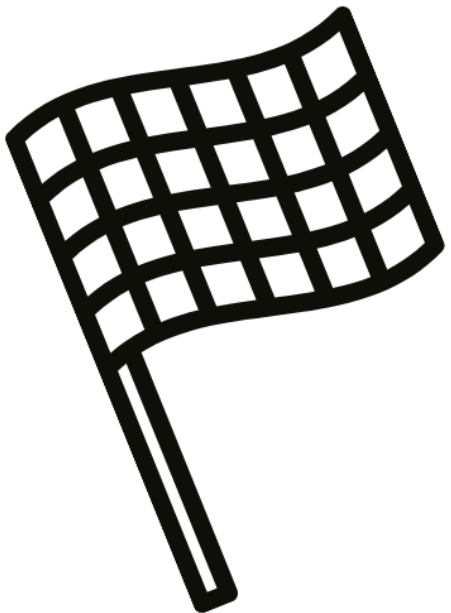
- QMA stamped restrictor plates necessary in appropriate classes
- Honda 120’s must have Tier 3 Flywheel
- When a bar is put across rear rims and rotated upwards it may not contact nerf or shoulder bars (DQ at scale)
- Track width from center to center of tires must be 28” minimum to 36” maximum
- QMA Required Ages and Weights by Class/Division

<u>CLASS</u>	<u>DRIVER AGE</u>	<u>DRIVER WEIGHT</u> (min)	<u>COMBINED WEIGHT</u> (min)	<u>CAR WEIGHT</u> (min)
Jr Novice (red)	5-8	N/A	250 lbs	160 lbs
Adv. Novice (blue)	5-17	N/A	265 lbs	160 lbs

WHO'S WHO IN THE ZOO

LQMA Executive

President	Jeff Chambers	president@lqma.ca
Vice President	Mike Theobald	vicepresident@lqma.ca
Secretary	Amanda Vantreight	secretary@lqma.ca
Treasurer	Kelli Bird	treasurer@lqma.ca
Tech Director	Jason Strobel	
Race Director	Rich Yeoman	
Safety Director	Calvin Heard	
Member at Large	Nadine Scott	
Member at Large	Kelly Beckett	
Member at Large	Jessica Ranalli	
Member at Large	Danny St.Pierre	



SLOW DOWN

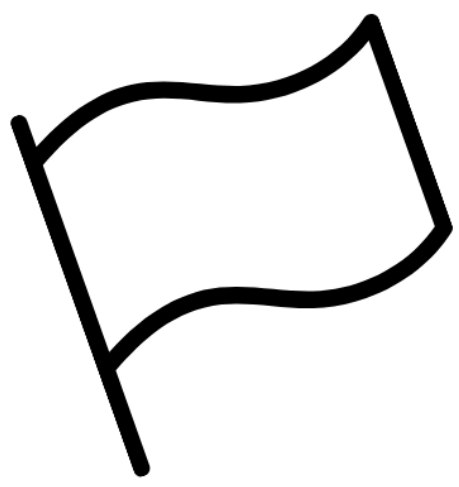
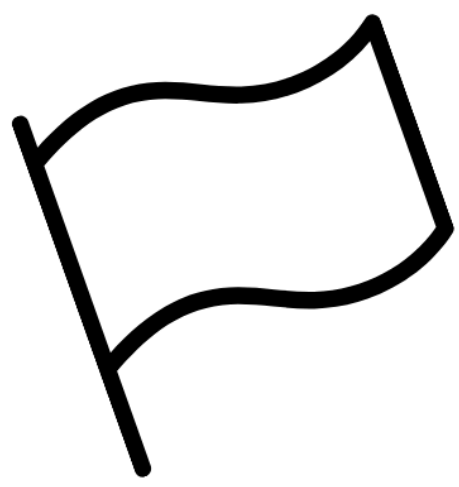
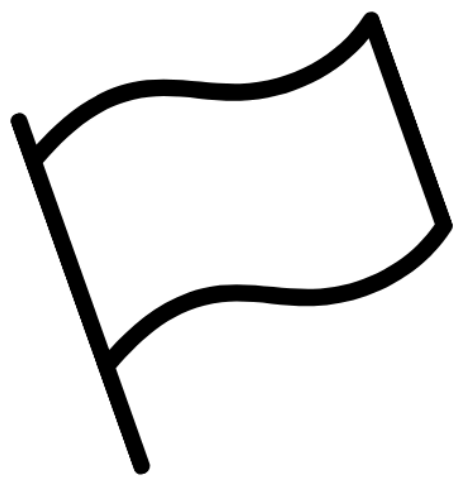
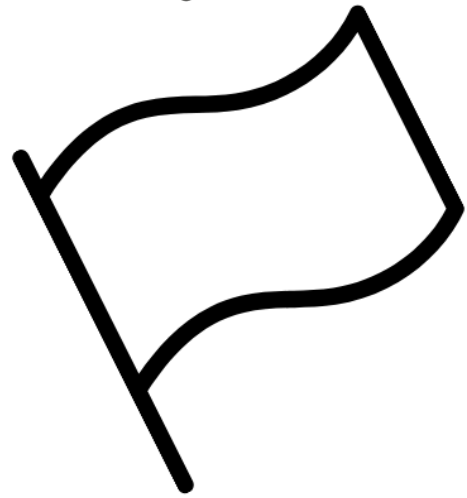
THE RACE IS OVER

GET OFF THE TRACK

ONE LAP TO GO

STRTS THE RACE

STOP ON THE TRACK





Novice Evaluation

Driver: _____

Date: _____

Item	Pass	Fail
1. Car Safety Passes Inspection	<input type="checkbox"/>	<input type="checkbox"/>
2. Safety gear meets specifications	<input type="checkbox"/>	<input type="checkbox"/>
3. Secures seat belts properly	<input type="checkbox"/>	<input type="checkbox"/>
4. Arm restraints on properly	<input type="checkbox"/>	<input type="checkbox"/>
5. Neck collar worn correctly	<input type="checkbox"/>	<input type="checkbox"/>
6. Use of on / off switch	<input type="checkbox"/>	<input type="checkbox"/>
7. Enters track properly (speed and above line)	<input type="checkbox"/>	<input type="checkbox"/>
8. Proper pattern on the track	<input type="checkbox"/>	<input type="checkbox"/>
9. Knows and obeys all the flags	<input type="checkbox"/>	<input type="checkbox"/>
10. Knows and obeys common hand signals	<input type="checkbox"/>	<input type="checkbox"/>
11. Exits track properly (against wall and hand signal)	<input type="checkbox"/>	<input type="checkbox"/>
12. Pulls into hot chute properly (slow speed and stops in box)	<input type="checkbox"/>	<input type="checkbox"/>
13. Exits to track scales properly (slow and avoids other cars and people)	<input type="checkbox"/>	<input type="checkbox"/>
14. Lines up in double file starts properly	<input type="checkbox"/>	<input type="checkbox"/>
15. Finds spot and lines up in single file restarts	<input type="checkbox"/>	<input type="checkbox"/>
16. Proper passing techniques	<input type="checkbox"/>	<input type="checkbox"/>
17. Understands judging rules	<input type="checkbox"/>	<input type="checkbox"/>
18. Removes belts and out of car quickly	<input type="checkbox"/>	<input type="checkbox"/>

Driver's Signature: _____

Handler Signature: _____

Trainer Signature: _____